

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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Dalstroy Organization

1. All camps and industrial installations in the Kolyma region were under Dalstroy, the headquarters of which was in Magadan. [redacted] the chief of Dalstroy was Petrenko (fnu), who had succeeded Gromov (fnu) in 1951¹.

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Transportation

2. All prisoners were sent from Vanino to Magadan by ship. Two prison ships used on this route were the ALEKSANDR NEVSKIY and the NOGIN; the latter carried 9,000 to 10,000 prisoners in November 1949. On both ships, the prisoners were crowded on the two decks below the main deck as much as they were in the temporary camps. Many prisoners went to Kolyma in 1949 and 1950, [redacted]
3. All prisoners leaving the Kolyma region were flown out by plane to Magadan. Single-engine planes were used. [redacted] In June 1953, prisoners leaving Magadan were sent to Nakhodka on the ILICH, a passenger steamer. It was rumored among the prisoners that Vanino had been transformed into a military town and that only free workers were sent through it.
4. There was a main highway from Magadan to Seymchan, called Tsentralnaya Doroga or Trassa. This road was wide enough for two trucks to pass. It did not have

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a hard surface and in winter was kept open by bulldozers and snow plows.

5. In summer, barges moved on the Kolyma River between Verkhnyy Seymchan (N 62-45, E 152-31) and Nizhnyy Seymchan.

Sovkhozy in the Seymchan Area

6. There were many sovkhozy around Nizhnyy Seymchan where deported Estonians and Russians worked. They were not prisoners but were restricted to the Seymchan area and could not go to Magadan. The sovkhozy raised cabbage, potatoes, radishes, and hay; they had cows, pigs, and chickens, but no goats or sheep.

Mechanization and Modernization in Kolyma

7. There was a great deal of mechanization and modernization taking place in Kolyma. Although the number of prisoners in the third factory camp at Lazo (N 63-13, E 152-10) decreased from 1,200 in June 1950 to 700 in June 1953, production in the factory remained constant; much hand labor had been replaced by machines.

Accidents in Mines

8. There were many accidents in the mines in the Kolyma area, quite often fatal, and mostly the result of falling rock. In the Bolshoy Kanon Cobalt Mine, stones often fell down the shafts.

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